

HC 4312(2)

Library

Newport Port Health Authority



DIRECTION	HEALTH	SPL
	10 MAR 60	
FILE CHARGING.....		

Annual Report

For the Year 1959

BY

THE MEDICAL OFFICER OF HEALTH,
W. B. CLARK, M.B., Ch.B., D.P.H.

Newport Port Health Authority



Annual Report

For the Year 1959

BY

THE MEDICAL OFFICER OF HEALTH,
W. B. CLARK, M.B., Ch.B., D.P.H.

COUNTY BOROUGH OF NEWPORT

HEALTH COMMITTEE, 1959/60.

(ACTING AS THE PORT HEALTH AUTHORITY)

Chairman :

Alderman T. F. Mooney, J.P.

Deputy Chairman :

Councillor R. Pook

The Mayor
(Councillor E. Aston

Councillor C.L. Tucker.

Alderman W. Casey, J.P.

“ Mrs. E.M. Bosley

“ Mrs. M.J. Dunn.

“ E.W. Rowthorn.

“ A.E. Wills, J.P.

Co-opted Members :

Councillor G.H. Coulson

Dr. W.J. Thompson

“ F.H.L. Kemp.

Dr. A.G. Jarrams.

Town Clerk :

J. G. Iles.

Treasurer :

E. Jones, F.I.M.T.A.

Medical Officer of Health :

W.B. Clark, M.B., CH.B., D.P.H.

Deputy Medical Officer of Health :

J. Sleight, M.B., CH.B., D.P.H.

Senior Port Public Health Inspector :

R.M. Scorrer, Cert. Royal Sanitary Institute *

Port Public Health Inspector :

R.P. Cooper, Cert. Royal Sanitary Institute *

Rodent Operative :

T.E. Riley.

* Also Certificate for Inspection of Meat and other Foods.

NEWPORT PORT HEALTH AUTHORITY

PUBLIC HEALTH DEPARTMENT
CIVIC CENTRE,
NEWPORT, MON.

To the Chairman and Members of the Health Committee
acting as the Port Health Authority.

I beg to submit my Report for the year 1959. It is made
in accordance with Regulation 12(4) of the Public Health Officers
(Port Health Districts) Regulations, 1959.

The proportions contributed by the various Riparian Author-
ities towards expenses incurred by the Port Health Authority for the
year ended 31st March, 1959, are as follows :- County Borough of
Newport, 86.03 per cent; the Rural District Council of Magor and St.
Mellons, 0.54 per cent; City and County Borough of Cardiff, 13.43 per
cent.

SECTION I - STAFF

No change.

SECTION II - AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR.

TABLE B

Ships from	Number	Tonnage	Number Inspected		Number of Ships re- ported as having, or having had during the voyage, infectious disease on board.
			By the Medical Officer of Health	By the Public Health Inspector	
FOREIGN PORTS	586	1,045,110	10	558	6
COASTWISE	2,439	753,037	-	788	3
TOTAL	3,025	1,798,147	10	1,346	9

SECTION III - CHARACTER OF SHIPPING AND TRADE DURING THE YEAR.

TABLE C

PASSENGER TRAFFIC

Number of Passengers INWARDS	110
Number of Passengers OUTWARDS			321

CARGO TRAFFIC

Principal IMPORTS

Aluminium, Bauxite, Beer, Cider, Cider Apples, Cork Rods, Cork Products, Ferrosilicon, General Cargo, including Silicon Tetrachloride, Silicone Fluoride, Canned Meats, Lard, Flower bulbs, Trees and Shrubs, Strawboards, Wood Pulp, Hardboard, Machinery parts, Cheese, Polymer Flake, Phthalic Anhydride, Asbestos Shorts, Dairy Cream, Wire Netting, Electrical Switchgear, etc., Iron Ore, Lumber, Pitprops, Timber, Railway Sleepers, Telegraph Poles, Beech Blocks, Plywood, Steel-Joists, roof bars, billets, rounds, angles, and slabs, Sulphate of Potash, Muriate of Potash, Wheat Flour, Silver Sand.

Principal EXPORTS

General Cargo, including Tinplates and manufactures of Iron, Steel and other metals, Oil, Cement and Coal.

Principal PORTS from which vessels arrive

Antwerp, Amsterdam, Arklow, Aarhus, Archangel, Aghia Maria, Baltimore, Bordeaux, Bremen, Bayonne, Caen, Casablanca, Copenhagen, Cadiz, Drammen, Dunkirk, Dieppe, Eydehavn, Emden, Ghent, Gamelby, Gdansk, Gothenburg, Halifax, N.S., Hamina, Honfleur, Kingstown, Kopping, Kitimat, B.C., Karlsham, Kalmar, Kramfors, Kotka, La Goulette, Lisbon, Leixoes, Leningrad, Monrovia, Montreal, Merikarvia, Mantyluoto, Marieberg, Mersin, Narvik, New Westminster, Odense, Oslo, Oskershamn, Port Alfred, Puerto Ordaz, Quebec, Rotterdam, Ronneby, Ravso, Rouen, Skien, Seven Islands, Stavanger, Toulon, Volc, Vancouver, Victoria, Valdermarsvik, Varberg, Weymouth and Digby, N.E. Wabana, Waterford, Yzypila.

SECTION IV - INLAND BARGE TRAFFIC

There is no Inland Barge traffic using the district.

SECTION V - WATER SUPPLY

No change.

SECTION VI - PUBLIC HEALTH (SHIPS) REGULATIONS, 1952

No change.

SECTION VII - SMALLPOX

- (1) Name of Isolation Hospital to which smallpox cases are sent from the district.

Penrhys Smallpox Hospital, Rhondda.

- (2) Arrangement for transport of such cases to the hospital by ambulance giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.

The Local Ambulance Service of the County Borough of Newport would convey patients to Hospital.

Over seventy-five per cent of the ambulance personnel have been vaccinated and in the event of an outbreak of Smallpox all would be required to be vaccinated or re-vaccinated.

(3) Names of smallpox consultants available.

Dr. Emrys G. Harries. City Isolation Hospital, Cardiff.
Dr. G.F. Thomas. St. David's Hospital Cardiff.

(4) Facilities for laboratory diagnosis of smallpox.

Institute of Preventive Medicine, The Parade, Cardiff.

SECTION VIII - VENERAL DISEASES

No change.

SECTION IX - CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS

TABLE D

Category	Disease	Number of Cases During the Year		Number of Ships concerned
		Passengers	Crew	
Cases landed from ships from from foreign ports	Erysipelas		1	1
	Influenza		1	1
	Suspected			
	Typhoid Fever		1	1
	Veneral Disease		4	2
Cases which have occurred on ships from foreign ports but have been disposed of before arrival				
Cases landed from other ships	Influenza		13*	2
	Scabies		1	1
	Veneral Disease		1	1

* These 14 cases of influenza, 5 cases of veneral disease and 1 case of scabies occurred whilst the ships were in port, and were treated on board or at the Veneral Diseases Clinic.

/ This case was not confirmed.

There were no cases of smallpox, cholera, plague, yellow fever, typhus or relapsing fever within the Port during the year.

Suspected Typhoid Fever Case

On 21.7.1959, a member of the crew of M/V Tempo, which had arrived at the Port from Trondhjem on 18.7.1959, was admitted to Alltryn Hospital with suspected Typhoid Fever. This was not confirmed, and he was diagnosed as suffering from Gastro-Enteritis. He was discharged from hospital on 29.7.59. The Tempo had sailed for Rotterdam at 6.15 p.m. on 21.7.1959, before the case was notified.

SECTION X - OBSERVATION ON THE OCCURRENCE OF MALARIA IN SHIPS

No case of Malaria was notified as having occurred during the voyages of vessels before arrival at Newport.

SECTION XI - MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE

No infected or suspected ships arrived during the year.

SECTION XII - MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS

(1) Procedure for inspection of ships for rats.

Vessels are boarded by the Port Public Health Inspectors as soon as possible after arrival, and unless the Masters produce recently issued certificates, inspections are extended to the holds, etc., in order to ascertain the rat population. The Port Rodent Operative also inspects vessels upon arrival in the port in cases when the Ships Agents have made requests for certificates.

(2) Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague, including the number of rodents sent for examination during the year.

Post-mortem examinations of rodents in connection with Plague precautions are carried out at the Health Department. All other examinations are carried out by the Public Health Laboratory Service.

(3) Arrangement in the district for deratting ships the methods used and if done by the commercial contractor, the name of the contractor.

The deratting of ships is carried out by private contractors under the supervision of the Port Public Health Inspector. Hydrogen Cyanide sprayed and in an absorbed form for liberation, traps and poison bait are used for this purpose.

Contractors:- B.D. Gibbs & Son; Western Sealing Co.; Hively & Co., Associated Fumigators Ltd., and Disinfestation, Ltd.

(4) Progress in rat-proofing of ships.

No additional rat proofing was provided on vessels at the port during the year.

TABLE E

RODENTS DESTROYED DURING THE YEAR IN SHIPS FROM FOREIGN PORTS

Category	Number
Black Rats	19
Brown Rats	Nil
Species not known	Nil
Sent for examination	Nil
Infected with plague	Nil

TABLE F

**DERATTING CERTIFICATES AND DERATTING EXEMPTION CERTIFICATES ISSUED
DURING THE YEAR FOR SHIPS FROM FOREIGN PORTS**

Number of Deratting Certificates Issued					Number of Deratting Exemption Certificates Issued	
After fumigation with		After Trapping	After Poisoning	Total	Deratting Exemption Certificates Issued	Total Certificates Issued
H C N	Other fumigant (state method)					
1	2	3	4	5	6	7
1	1 (Methy Bromide)	3	1 (Warfarin)	6	60	66

SECTION XIII - INSPECTION OF SHIPS FOR NUISANCES

TABLE G

INSPECTIONS AND NOTICES

Nature and Number of Inspections		Notices Served		Result of Serving Notices
		Statutory Notices	Other Notices	
General Inspections	1 346)	Nil	166	165 notices complied with. 1 notified to the Ministry of Transport Surveyor
Re visits	2 362)			
Total	3 708	Nil	166	do.

**SECTION XIV - PUBLIC HEALTH (SHELL-FISH) REGULATIONS
1934 AND 1948**

No change.

SECTION XV - MEDICAL INSPECTION OF ALIENS

No change.

SECTION XVI - MISCELLANEOUS

No change.

GENERAL INSPECTION OF VESSELS

3.8 per cent. of the 1,346 vessels inspected during the year had sanitary defects according to the standards laid down by the Board of Trade. 1.8 per cent. of the foreign vessels were in sanitary, compared with 5.0 per cent. of the British vessels. Of the vessels inspected from foreign ports, 2.2 per cent. had sanitary defects, and the coastwise vessels 4.9 per cent.

<u>Nationality</u>	<u>Percentage with Sanitary Defects During the Year 1959.</u>
British	5.0
Bulgarian	0.0
Danish	0.0
Dutch	0.0
Finnish	0.0
French	0.0
German	1.9
Greek	33.3
Italian	0.0
Liberian	12.5
Norwegian	1.3
Panamanian	50.0
Polish	0.0
Russian	0.0
Spanish	7.7
Swedish	0.0
Swiss	0.0

The types of nuisances and defects dealt with show that 69.0 per cent. of the nuisances were due to lack of care and sanitary supervision of the living quarters, whilst 31.0 per cent. were due to defective structural conditions, including those caused through wear and tear. The great majority of both types of nuisances could have been avoided by stricter supervision of the crew and attention to minor structural defects.

With regard to individual nuisances discovered, dirty and verminous crews' quarters, berths, washplaces, and messrooms accounted for 41.2 per cent., foul and dirty water closets for 6.7 per cent., and dirty food lockers 36.4 per cent.

Lack of attention to fittings and structures, including defective side ports, heating apparatus, bunks and showers, were responsible for a large proportion of the other insanitary conditions.

Although many of the above insanitary conditions are no doubt due to carelessness on the part of the crew, the "ultimate responsibility", as stated by the special Committee appointed by shipowners to enquire into the subject, "rests upon the master, and the degree of cleanliness is a criterion of the discipline of the ship."

DANGEROUS DRUGS REGULATIONS. 1953.

During the year four applications were received from Masters of foreign owned vessels for certificates to procure drugs under the provisions of the above regulations. The drugs were required to complete the necessary equipment for the ships. in accordance with the Ministry of Transport standards for British Vessels. In each case an authorisation was granted

FOOD INSPECTION

Particulars of the food imported during 1959. and of the amount of unsound food destroyed or otherwise disposed of so as not to be used for human food. will be found in the Inspector's report attached.

I wish to thank the Collector of H.M. Customs and his "Preventive" Officers and the Clerk of the Pilotage Board for affording prompt and valuable assistance at all times in carrying out preventive work in connection with Infectious Diseases.

I have the honour to be,

Your Obedient Servant.

W. B. CLARK.

Medical Officer of Health.

INSPECTOR'S REPORT

To the Chairman and Members of the Health Committee
acting as the Port Health Authority.

I beg to submit my Annual Report for the year 1959.

SHIP INSPECTION

During the year 1,346 vessels were inspected and 51(3.8 per cent.) of them were found to have nuisances or defects on board. It was not necessary to serve any statutory notices with regard to these vessels. 166 verbal and informal notices were given. as a result of which practically all the nuisances and defects were remedied and 115 quayside nuisances abated. 2,362 re-visits were made to vessels in connection with sickness, nuisances and defects, rat destruction, and to vessels from infected areas.

As shown in Table 1, 844 British and 502 foreign-owned vessels were inspected during the year, and of these 42(5.0 per cent.) British and 9(1.8 per cent.) foreign were found to have nuisances and defects on board. 558 of the vessels were from foreign and 788 from coastwise ports, the numbers found to be insanitary being 12(2.2 per cent.) and 39(4.9 per cent) respectively.

NUISANCES AND DEFECTS

Dirt, vermin and other conditions prejudicial to health accounted for 69(69.0 per cent.) and structural defects caused through wear and tear 31(31.0 per cent.) of the total found. The numbers and types of nuisances and defects dealt with on British and foreign-owned vessels together with percentages are shown in Tables II and III. Table IV indicates the various nuisances dealt with, and of these 5.6 per cent. were due to the verminous condition of quarters and berths. 35.4 per cent. to dirty lockers. 23.1 per cent. to dirty quarters. 0.5 per cent. to defective washbasins, etc., 10.6 per cent. to foul, dirty, and defective water closets and fittings, 0.7 per cent. to defective heating apparatus and 12.5 per cent. to dirty messrooms and washplaces.

DIRT, VERMIN AND OTHER CONDITIONS PREJUDICIAL TO HEALTH

This type of nuisance was found on board 4.5 per cent of the British vessels and 1.4 per cent. of the Foreign-owned vessels inspected during the year.

Dirty and verminous crews quarters, foul water closets, choked scuppers, dirty food and clothes lockers accounted for the majority of the nuisances under this heading.

The number of vessels dealt with during the year on account of the dirty conditions of crews' accommodation was once again lower than that for the previous year and there was a reduction of 24% in the number of rooms found in this condition.

The disinfection of verminous vessels was carried out by the pressure spraying of liquid insecticides and also by applying a resin lacquer incorporating a powerful insecticide which remains active for long periods. Many shipping Companies have now adopted this latter method of vermin control and when it has been applied to all parts of the accommodation has proved to be very effective.

During the year only 4 vessels were dealt with at the Port on account of verminous conditions in the accommodation, each case being of a slight nature, involving a total of 14 compartments.

STRUCTURAL DEFECTS CAUSED THROUGH WEAR AND TEAR.

Defective water closets and fittings, entrance doors, and ports were responsible for the greater number of this type of defect, and many of these conditions were caused by misuse and lack of attention. Other defects dealt with were defective showers, heating apparatus, washbasins and fittings, water heaters, water service pipes, ventilators, sinks, and floors.

This type of defect was found on board 1.9 per cent. of the British vessels and 0.8 per cent. of the foreign vessels inspected during the year.

CLEAN AIR ACT, 1956.

THE DARK SMOKE (PERMITTED PERIODS) VESSELS REGULATIONS 1958

These regulations came into operation on the 1st June, 1958 and specify the permitted times for smoke emissions from the various types of vessels.

The attention of the Masters and Engineers of vessels arriving at the port is directed to the requirements of the regulations. Owners of the Tug-boats and dredging vessels working within the port have also been notified and four of the observations made were with regard to vessels of this class.

66 observations were made during the year of the smoke emissions from 44 British and 22 foreign owned vessels. In each case the emission was within the prescribed limits.

TABLE I

VESSELS INSPECTED - FOREIGN AND COASTWISE

VESSELS	Vessels			Nuisances & Defects	
	Number Inspected	No. found to have Defects etc. on Board	No. on which Defects etc. were Remedied	Found	Remedied
From Foreign Ports					
British Steamers ..	33	5	5	17	17
British Motor Vessels	194	2	2	4	4
British Sailing Vessels					
Total British ..	227	7	7	21	21
Foreign Steamers ..	60	4	4	10	10
Foreign Motor Vessels	271	1	1	1	1
Foreign Sailing Vessels					
Foreign Fishing Vessels					
Total Foreign ..	331	5	5	11	11
Total Vessels from Foreign ..	558	12	12	32	32
From Coastwise					
British Steamers ..	134	15	15	31	31
British Motor Vessels	483	20	19	30	29
British Sailing Vessels					
Total British ..	617	35	34	61	60
Foreign Steamers ..	51	4	4	7	7
Foreign Motor Vessels	120				
Foreign Sailing Vessels					
Total Foreign ..	171	4	4	7	7
Total Vessels from Coastwise ..	788	39	38	68	67
Total from Foreign and Coastwise ..	1,346	51	50	100	99

Nationality	No. of Vessels Inspected	Number of		Defects of original construction		Structural Defects through wear and tear		Dirt, Vermin and other conditions prejudicial to health.	
		Vessels on which Defects or nuisances were found	Nuisances and Defects found	No. of Vessels concerned	No. of Defects Found	No. of Vessels concerned	No. of Defects Found	No. of Vessels concerned	No. of Nuisances Found
British	844	42	82	-	-	16	25	38	57
Bulgarian	2	-	-	-	-	-	-	-	-
Danish	41	-	-	-	-	-	-	-	-
Dutch	174	-	-	-	-	-	-	-	-
Finnish	24	-	-	-	-	-	-	-	-
French	5	-	-	-	-	-	-	-	-
German	52	1	4	-	-	1	2	1	2
Greek	3	1	1	-	-	1	1	-	-
Italian	7	-	-	-	-	-	-	-	-
Liberian	16	2	4	-	-	2	3	1	1
Norwegian	79	1	1	-	-	-	-	1	1
Panamanian	2	1	3	-	-	-	-	1	3
Polish	6	-	-	-	-	-	-	-	-
Russian	6	-	-	-	-	-	-	-	-
Spanish	39	3	5	-	-	-	-	3	5
Swedish	45	-	-	-	-	-	-	-	-
Swiss	1	-	-	-	-	-	-	-	-
Totals	1,346	51	100	-	-	20	31	45	69

TABLE III
NUISANCES AND DEFECTS

Nationality of Vessels	Defects of Original Construction	Per Cent, Total Defects	Structural Defects through wear and tear	Per cent. Total Defects	Dirt, Vermin and other conditions prejudicial to health	Per Cent. Total Defects
BRITISH	-	-	25	25.0	57	57.0
FOREIGN	-	-	6	6.0	12	12.0
TOTALS	-	-	31	31.0	69	69.0

TABLE IV
NUISANCES AND DEFECTS DEALT WITH

Nuisances & Defects Found	On British Vessels	On Foreign Vessels	Total Found
Accumulation of Water in Accommodation	4	-	4
Defective Entrance Doors ...	8	-	8
“ Floors ...	1	-	1
“ Heating Apparatus & Fittings	3	-	3
“ Ports, etc. ...	1	7	8
“ Showers and Fittings	1	-	1
“ Sinks ...	2	-	2
“ Ventilators ...	1	-	1
“ Washbowls and Fittings	2	-	2
“ Waste Pipes ...	-	1	1
“ Water Closets and Fittings	13	4	17
“ Water Heaters ...	3	-	3
“ Water Pipes and Fittings	3	-	3
Dirty Crew Rooms and Quarters ...	100	-	100
“ Lockers ...	153	-	153
“ Messrooms ...	33	1	34
“ Washplaces, etc. ...	15	5	20
Choked Scuppers and Sinks ...	8	1	9
Deck Refuse ...	2	-	2
Foul and Dirty Water Closets ...	23	6	29
Quayside Nuisances ...	87	28	115
Verminous Pantries, Galleys & Storerooms	7	-	7
Verminous Quarters, Berths & Messrooms	24	-	24

RAT DESTRUCTION

The Warehouses, sheds, quays, hoists, sidings, river banks, wharves and private premises within the district were periodically inspected. The British Transport Commission's Ratcatcher co-operates with the Port Health Staff, and immediate measures are taken when fresh evidence of rats is seen or their presence reported. 140 poison baits were laid down by the Authority's Ratcatcher during the year and 4 rats were found dead after the poisoning, being picked up on the banks of the River Usk. 1 vessel was fumigated by means of Hydrogen Cyanide gas during the year, resulting in the destruction of 15 rats. Another vessel was fumigated by means of Methyl Bromide gas, no rats being destroyed. A third vessel was dealt with by means of laying "Warfarin" poison bait resulting in the destruction of 2 rats. In addition three vessels were dealt with by means of trapping and poison baits, resulting in 2 rats being destroyed.

In addition to the rats shown in Table V, the ratcatcher employed by the British Transport Commission destroyed 449 rats by means of traps and 5,675 poison baits within the Dock Premises.

TABLE V

Method of Destruction	Number of Rats Destroyed				Total No. of Rats Killed
	On Vessels		Ashore		
	Male	Female	Male	Female	
Fumigation by HCN	7	8	-	-	15
Fumigation by Sulphur	-	-	-	-	-
Trapping ...	-	2	-	-	2
Poison Bait ...	-	2	1	3	6
All Methods ...	7	12	1	3	23

PUBLIC HEALTH (SHIPS) REGULATIONS, 1952, REGULATION 19.

Sixty-six vessels were inspected and searched in accordance with this Regulation. Sixty being found free from rodents were issued with Exemption Certificates.

Rat repressive measures were successfully taken on the remaining six ships and Deratting Certificates issued.

Certificates issued (Port Form II):-

Deratting 6, Exemption 60, Total 66.

With a few exceptions all vessels from foreign ports are examined for evidence of rats, and when recent indications are found, precautions are taken to prevent the rats making their way ashore.

THE PREVENTION OF DAMAGE BY PESTS (APPLICATION TO SHIPPING) ORDER, 1951, AND AMENDMENT NO. 2 ORDER, 1956.

In addition to the functions they exercise, in common with other local authorities, Port Health Authorities are empowered to issue Rodent Control Certificates. The purpose of these certificates is to relieve Authorities from the necessity of inspecting coastwise vessels which are known to be free or to have been recently freed from rats and mice and the period of validity has been limited to four months.

One Rodent Control Certificate was issued at this port during the year.

Since the Amendment No. 2 Order came into operation, authorising a charge for these certificates, most of the vessels have preferred to pay the slight additional cost and obtain International Certificates.

VESSELS FROM INFECTED AREAS

Ten of the vessels inspected during the year were from infected areas. These vessels were boarded in the Entrance Locks or immediately upon arrival at their berths and those from Typhus Fever infected areas were examined for evidence of vermin, in conjunction with the medical examination of the crews.

IMPORTATION OF ANIMALS, ETC.

The various orders with reference to the importation of canine and other animals, etc., have been enforced during the year, 42 dogs, 42 cats, 2 parakeets, 12 parrots and 24 budgerigars were brought into the port on board 107 vessels. In addition, 1 horse, 4 bulls, and 4 dogs were brought into the port as cargo for export.

Of the above 5 parrots were landed at this port, on permit from the Ministry of Agriculture and Fisheries.

FOOD INSPECTION FOOD AND DRUGS ACT 1955. THE PUBLIC HEALTH (IMPORTED FOOD) REGULATION, 1937 AND 1948

The inspection, examination and control of foodstuffs imported under the above regulations has been greatly facilitated by the co-operation of the Officers of H.M. Customs and Excise.

The amount of food landed within the Port from 95 vessels during the year was 8,420 tons. Small consignments of food carried by regular trading vessels from Continental and Scandinavian Countries accounted for the major part of this tonnage. Most of the remaining tonnage consisted of flour from Canada, canned tomatoes, fruit, fruit pulp, and lemon juice from Italy, and butter and milk powder from New Zealand.

FOOD IMPORTATIONS.

Apple Juice 1,841 tons, Beer 79½ tons, Butter 450 tons, Canned Cream 17 tons, Canned Fish 22½ tons, Canned Fruit 6 tons, Canned Meats 242 tons, Canned Milk 1½ tons, Canned Tomatoes 11 tons, Cauliflowers in Brine 3½ tons, Cider Apples 1497½ tons, Dried Fruit 3 tons, Flour 205 tons, Fruit Pulp 82 tons, Gelatine 114 tons, Lard 18½ tons, Lemons 4½ tons, Lemon Juice 3,744 tons, Milk Powder 65½ tons, Onions 6½ tons, Peas 3 tons, and Miscellaneous Goods 3½ tons.

Foods condemned and disposed of for purposes other than human consumption were :-

Imported Food :- Lard 9 lbs., Flour 13,020 lbs. were re-conditioned.

Ship Stores: Meat and Offal 2,221 lbs.

THE PUBLIC HEALTH (PRESERVATIVES, ETC. IN FOOD) REGULATIONS, 1925-1953. THE COLOURING MATTER IN FOOD REGULATIONS, 1957.

Three samples - lemon juice, gelatine, and pork brawn - were submitted to the Public Analyst, who reported that they conformed with the requirements of these regulations.

THE PUBLIC HEALTH (SHELL-FISH) REGULATIONS, 1934 AND 1948

There are no shell-fish beds laying within the jurisdiction of the Authority.

I am,

Your Obedient Servant,

R. M. SCORRER,

Senior Port Public Health Inspector